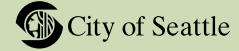


Alaskan Way Viaduct Replacement Program



08.11



Improving access for North Seattle

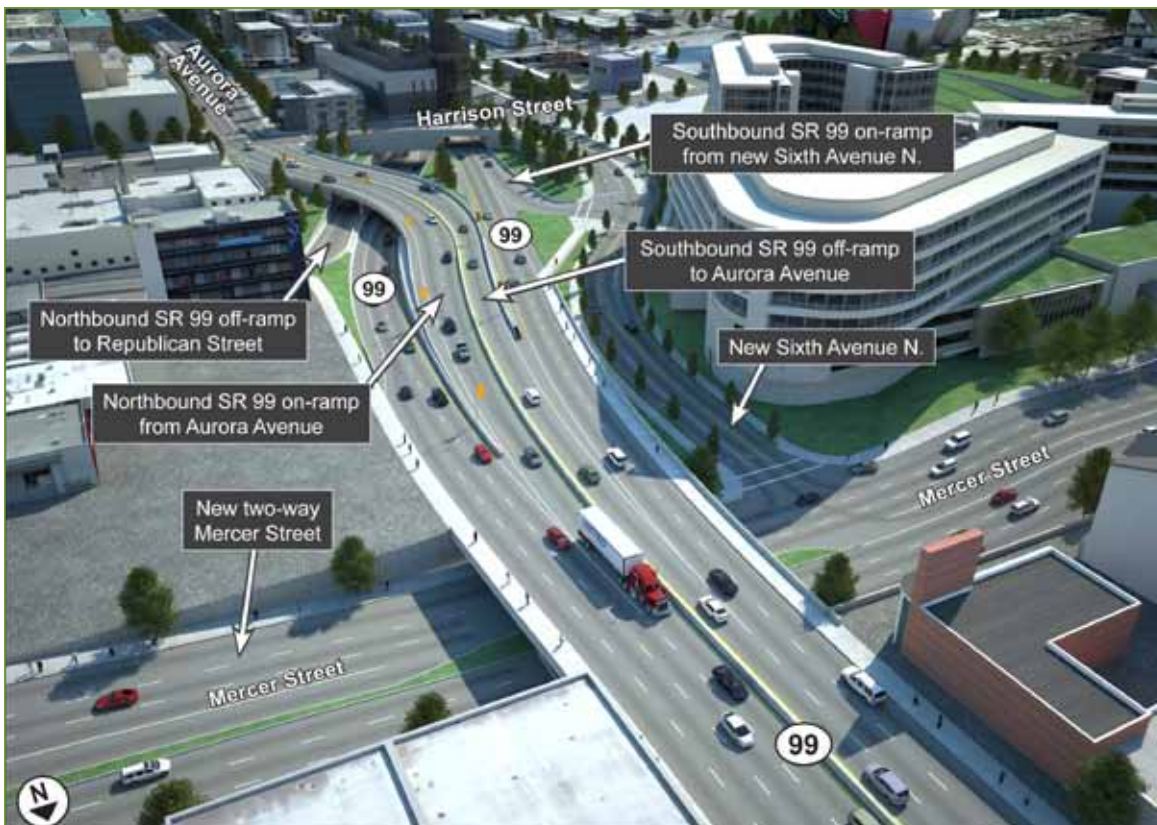
The SR 99 tunnel, along with street and transit improvements that are part of the Alaskan Way Viaduct Replacement Program, will improve access for north Seattle residents heading through or into downtown.

The tunnel will have the capacity to accommodate trips through downtown on SR 99, which currently total more than 60,000 each day. For the rest of today's viaduct users, there will be a number of options. Drivers will be able to access the downtown street grid using new ramps at either end of the tunnel and then choose among a variety of routes to connect to their destination, including a new Alaskan Way surface street along the waterfront. In addition, travelers will have numerous transit options.

Using the SR 99 tunnel

The tunnel will help people and goods from north Seattle easily access the stadiums, SODO and Duwamish industrial areas, and destinations south of Seattle such as Sea-Tac International Airport.

The tunnel's north end (or portal) will be near Harrison Street, where it will surface and connect to Aurora Avenue N. (SR 99). Drivers from Fremont, Green Lake and other northern neighborhoods will access the tunnel from Aurora Avenue N., while drivers from Magnolia, Ballard and other northwestern neighborhoods will access the tunnel via an improved, two-way Mercer Street and an on-ramp at a new Sixth Avenue N.



SR 99 tunnel north portal design concept.

Using the new Alaskan Way

Drivers will also have the option of using the new Alaskan Way surface street for trips to or through downtown Seattle. Drivers from northwestern neighborhoods and industrial centers will be able to access Alaskan Way using a new street connecting to Elliott and Western avenues, replacing the function of the existing SR 99 ramps. This new connection over the railroad tracks will take drivers along the waterfront in the footprint of the former viaduct. Drivers will be able to access downtown from any number of streets as well as continue on a direct connection to SR 99 near the stadiums. The signals on Alaskan Way will provide safe, managed pedestrian crossings and be timed to move traffic efficiently.

Improving connections and access along the waterfront

The new Alaskan Way will be a “complete street” – one that accommodates pedestrian, bicycle, transit and freight movements as well as general traffic. It will have two lanes in each direction plus turn lanes, and an additional lane in each direction south of Columbia Street to accommodate ferry traffic. Signalized intersections and left turn lanes will provide numerous entry points into downtown. A new north-south bicycle route along the waterfront will connect to existing trails such as the Mountains to Sound Greenway Trail.

Improving transit access to downtown

As part of the viaduct replacement, King County, with the support of the Seattle City Council, is seeking new funding sources to invest in expanded transit service to downtown, which would make transit a more viable alternative for downtown workers. This includes enhanced Ballard/Uptown and Aurora Avenue RapidRide bus service for frequent service to downtown with easy connections to light rail, West Seattle RapidRide, and other transit routes, as well as improvements to peak express service from the north.

We are also designing the SR 99 Tunnel’s portal areas to improve transit access and reliability. For example, the north portal area includes a new Aurora Avenue N. surface street between Denny Way and Harrison Street that would have transit lanes and transit stops with access to and from both sides of Aurora Avenue N.



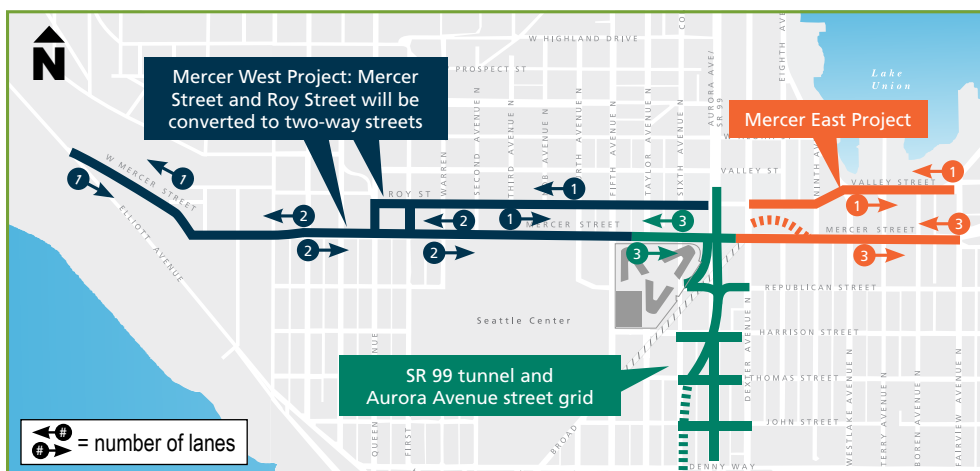
Early concept of Alaskan Way connection to Elliott and Western avenues.



Early concept for new Alaskan Way. (Brick paving is a placeholder, not a design).



North portal design concept looking north.



Two-way Mercer Street.

Summary of Improvements

New Elliott and Western Avenue connection: With a new bridge connection over the railroad tracks, Elliott Avenue will flow directly to the new Alaskan Way, providing an efficient route through downtown and more options to get into downtown.

SR 99 tunnel: The tunnel will be an efficient bypass through downtown to the stadiums, southwest Seattle and the airport.

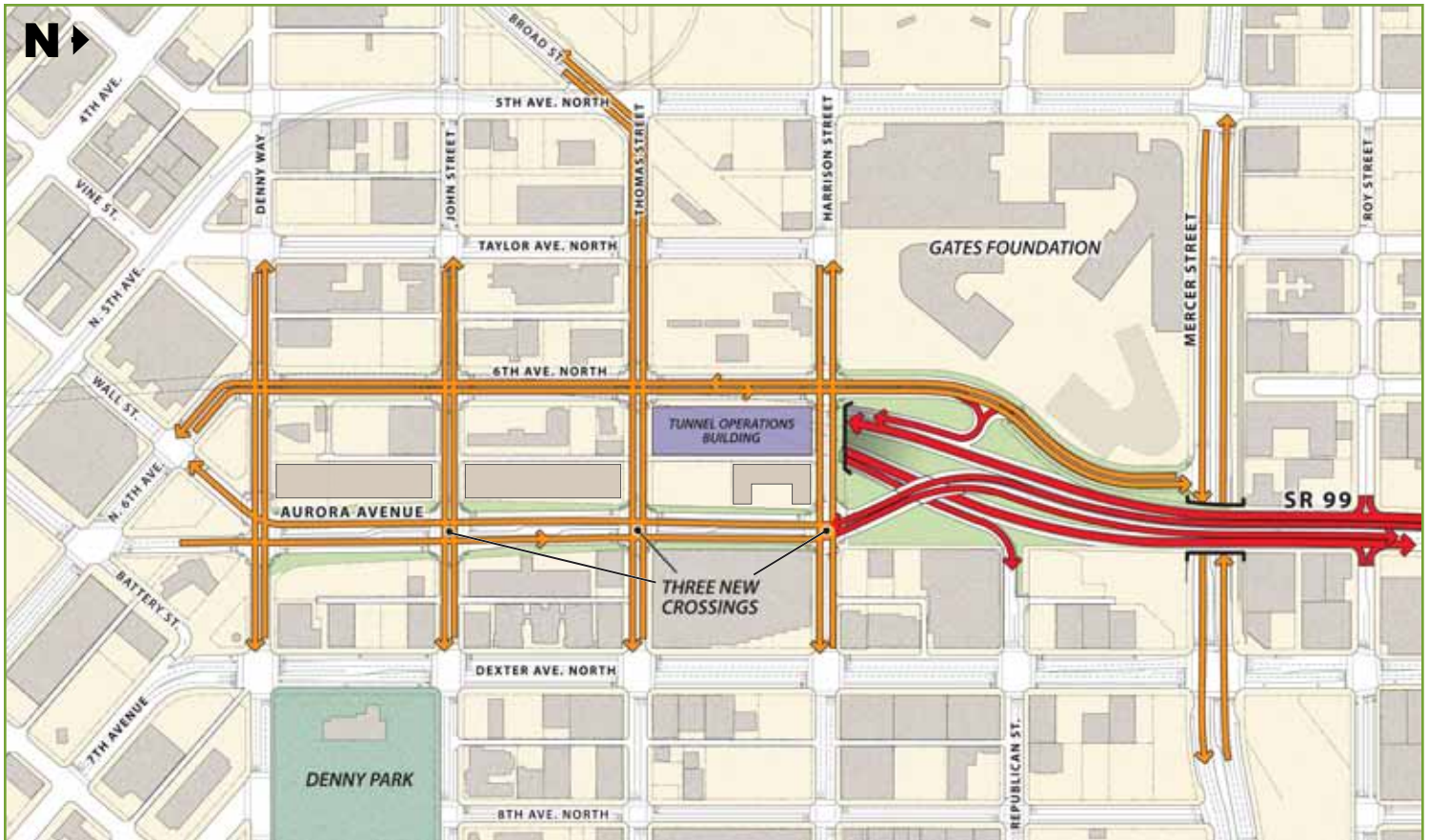
New transit options: New RapidRide service for Ballard/Uptown and Aurora Avenue N. will provide fast, frequent service to downtown with easy connections to the Sound Transit Link light rail system. The County is seeking funding to further enhance this service.

Improved street connections: At the tunnel's north portal, John, Thomas and Harrison streets will reconnect across Aurora Avenue N., improving access between the Lower Queen Anne and South Lake Union neighborhoods, as well as to and from SR 99 (see back for detailed graphic).

Two-Way Mercer Street: This corridor between Elliott Avenue and I-5 will give northwest Seattle access to and from the SR 99 tunnel.

Reconnecting neighborhoods

An integral feature of the SR 99 tunnel's north portal is the reconnection of the street grid and improved access between neighborhoods. The tunnel's north portal area includes new connections across Aurora Avenue N. for John, Thomas and Harrison streets. This will provide several new east-west routes between the South Lake Union and Lower Queen Anne neighborhoods, improving access to destinations such as Seattle Center. These streets will include new sidewalks and bicycle route improvements.



North portal design concept showing access to and from the SR 99 tunnel and new street connections across Aurora Avenue N.

For more information

Visit the website at www.alaskanwayviaduct.org

Call the hotline at 1-888-AWV-LINE

Send an email to viaduct@wsdot.wa.gov

Send a letter to:

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Washington State Department of Transportation
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Seattle, WA 98104

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